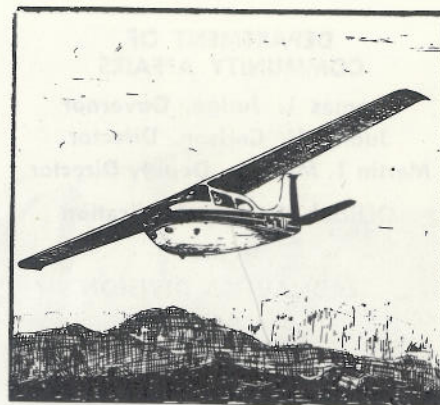




Schaeffer Meadows Flying Farmer Fly-In, July 17.



MONTANA DIVISION OF AERONAUTICS

Vol. 27 — No. 8

August, 1976

WELL KNOWN MONTANA PILOT DIES



Milton P. Schrank

May 25, 1905—June 16, 1976

Milton P. Schrank, Jordan, died June 16, 1976 of an apparent heart attack. The biography was presented in the last issue of this publication.

WHIRLY-GIRLS SCHOLARSHIP

Applications are being accepted for the tenth annual Doris Mullen Whirly-Girls Scholarship, which will

be awarded next February to a deserving woman for use toward obtaining an initial or advanced helicopter rating.

The scholarship is presented each year by The Whirly-Girls international women helicopter pilots, in memory of Doris Mullen, Whirly-Girl #84, who was fatally injured in an airplane accident on July 24, 1966.

The amount of the scholarship will be increased to \$3,000 in 1977, thanks to the financial support provided by the Men's Auxiliary of The Whirly-Girls.

This unique organization was organized in 1974 by the then American Helicopter Society President, Thomas R. Stuelpnagel, Vice President and General Manager of Hughes Helicopters. Currently there are almost 200 charter members of the auxiliary who represent international industry leaders, husbands of Whirly-Girls, military aviation and civilian friends. A goal of The Men's Auxiliary is to have its membership equal to that of its "parent" organization.

Scholarship applicants must hold a current pilot certificate, must intend to make use of the helicopter rating in such a way as to further the involvement of women in aviation, and must demonstrate that they require financial assistance to obtain

the helicopter rating.

Applications for the 1977 scholarship are available from The Whirly-Girls, Suite 700, 1725 DeSales Street, N.W., Washington, D.C. 20036. Deadline for their return is November 15, 1976. The scholarship will be presented at the annual convention of the Helicopter Association of America in Anaheim, California.

GLIDER MEET

An informal Glider Meet will be held Saturday and Sunday, September 11 and 12 at Canyon Ferry Airport.

All glider clubs and soaring enthusiasts are cordially invited. Glider rides will be available through the Helena Soaring Club. Bring your family, camper, tent, etc. and enjoy the week-end. For information contact Nils Pearson, 449-5271 days, or 442-4720 evenings.



Queen Leona Strouf and husband Richard at Schaeffer Meadows.

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**Official Monthly Publication
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Edited by: Bernice M. Peacock**



*Administrator's
Column*



I attended the Havre Air Show June 13. The Franklin Aerobatic Team from Loveland, New Mexico put on a spectacular aerobatic show and the Big Sky Skydivers made several precision jumps. Even though the weather was a bit chilly, the air show was well attended and enjoyed by all. I was especially impressed with the skillful aerobatic flying by 19 year old Steve Franklin in his Jungmiester.

* * * * *

The Aeronautics Board held their meeting in West Yellowstone on July 16. Ted Mathis, Yellowstone Airport Manager, gave the board and new Department of Community Affairs Director Judith Carlson, a personalized tour of the airport facilities, including the new ILS system and a fire drill demonstration which was most impressive.

We are all very proud of the Yellowstone Airport which is largely due to the capable management by Ted Mathis. We feel the Yellowstone Airport ranks among the top in our state for jet air carrier airports, not only in a smooth efficient operation, but in excellent facilities.

We feel that Ted's management performance can only improve with his upcoming marriage to Connie Jensen August 14. Our congratulations and best wishes to the bride and groom.

* * * * *

I attended the Schaeffer Meadows Flying Farmer Fly-In on July 17 and 18. I believe that Schaeffer Meadows is the most beautiful mountain airstrip available to general aviation in our state, and combining this and the attendance of many good Flying Farmer friends, made the weekend most pleasant and memorable.

My thanks to Herb Sammons for organizing such a fine occasion.

* * * * *

I attended and participated in the meeting at Ross International Airport on July 21 regarding the airport and its continued useage. Thirty interested parties attended, including U. S. Customs, U. S. Immigration, Canadian Customs, Alberta Flying Farmers, Montana Flying Farmers, Canadian Department of Transportation, and the Alberta Air Transportation Department.

Contrary to some allegations the airport was found to be in excellent condition for a turf strip, however the east end of the strip where aircraft customarily park was found to be somewhat rough and in need of blading and rolling. A joint effort will be made between the Aeronautics Division and the Alberta Air Transportation Department to fund needed improvements — possibly through the Flying Farmers of the two countries. In the meantime, the Aeronautics Division will take immediate steps to make temporary improvements to the east parking area.

* * * * *

I attended the Glasgow Fall MPA Fly-In at Glasgow August 7 and 8. On August 8 Glasgow hosted one of the finest air shows I have had the privilege of seeing. Al Newby of Bozeman, Al Pietch of Minot, North Dakota, and Ron Litton of Billings performed individual exciting aerobatic feats. Jim Haynes, CW3, Troop N (Air), Army National Guard, Helena, gave a skillful demonstration of the Jet Ranger Helicopter's capabilities, which was very exciting as well as educational.



Dorothy Langhus at the Schaeffer Meadow Flying Farmer Fly-In.

The Canadian Air Force from the Canadian Forces based at Edmonton and Moose Jaw were present and the C130 demonstrated a low altitude air drop of a heavy bulldozer and also the aircraft's short field capabilities in both take-off and landings. A four plane precision flying team demonstrated flight maneuvers and close formation flying in their Tudors.

The highlight of the air show was Art Scholl's spectacular aerobatics. Art performed a breathtaking and yet humorous "drunk act" in a borrowed (stolen) Piper Super Cub and then topped it off with his skillful demonstration of precision aerobatic maneuvers in his Chipmunk.

Anita Poling, President of the Valley Hangar, along with her able and willing, enthusiastic committee, should be congratulated for a most outstanding air show.

* * * * *

I was deeply saddened to hear of the loss of an old friend Roy Shreck who was one of the true pioneers of aviation in the Northwest.

Roy's plane crashed near Silesia, Montana August 1. Roy, along with two passengers was fatally injured. However, a nine year old girl survived the crash and is reported in good condition in St. Vincent's hospital in Billings.

Our deepest sympathy to Mrs. Shreck.

I plan to feature a biography of Roy Shreck in a later issue of this publication.



Steve Franklin, Lovington, New Mexico, with his Jungmiemeister at the Havre Air Show.



Col. Cecelia Patterson giving exercise briefing at Great Falls CAP Search and Rescue Course, June 26.

AVIATION EDUCATION



By: SAM GRIGGS, Supervisor

The month of August should be the first of many critical months for the future of aviation education in the schools and classrooms of Montana.

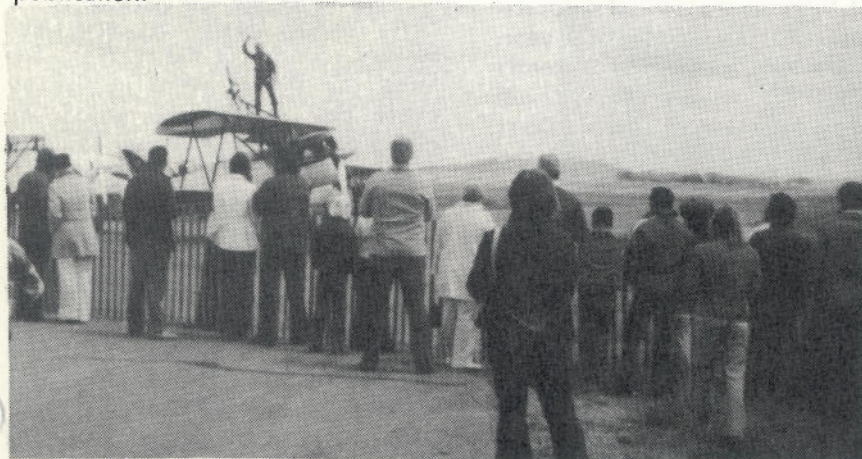
The superintendents of many of the larger schools have had a chance to look at our Teacher's Handbook.

The month of August shows me booked for many meetings with teachers for pre-school orientations. This will give us an excellent chance to show our wares—and services—for those interested.

Also, I am joining the services of the fall workshops put on by the Department of Public Instruction throughout the state.

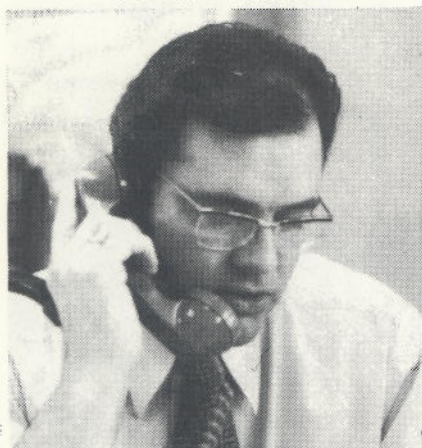
The curriculum committees of many of the larger school systems want several copies to study for possible implementation into the daily curricula.

With many little steps, aviation education marches on.



Wing Walker still in position upon landing after exhibition at the Havre Air Show.

ADAP 1976



By: DAVID C. KNEEDLER, Chief
Airport/Airways Bureau

As promised here is a synopsis of the new ADAP bill recently signed into law by the President.

- ... Air carrier airport development monies authorized at \$435 million for fiscal year 1976 increasing yearly \$440 million, \$465 million, \$495 million, to \$525 million authorized for fiscal year 1980. To be distributed through a formula based on numbers of enplaned passengers at a given airport with a minimum of 150,000 per year.
- ... General aviation airport development funds authorized at \$65 million for fiscal year 1976 increasing yearly \$70 million, \$75 million, \$80 million, to \$85 million for fiscal year 1980. These are to be distributed through an area/population formula similar to that contained in the old law.
- ... The Federal share for airport development in Montana will be 90% for both air carrier and general aviation airports.
- ... Snow removal equipment is now eligible for ADAP funds.
- ... Certain non-revenue producing areas of terminal buildings are now eligible for up to 50% federal dollars. In some cases retroactive to July 1, 1970.
- ... \$15 million per year has been authorized for planning purposes through fiscal year 1980. The federal share for airport master planning will be 90% and airport

system planning will be 75% federal money.

- ... Federal money may be used for purchase of noise suppression equipment including physical barriers and landscaping designed to decrease aircraft noise.
 - ... The FAA is to revise and republish the National Airport System Plan by January 1, 1978. This may bode ill for some of the smaller Montana communities in so far as there seems to be an attitude in Congress that approximately 40% of the airports currently listed on the NASP should be removed. We will continue to watch this situation as it develops and keep you advised.
 - ... There will be a four state demonstration program to test the states' ability to administer the general aviation portion of the federal program.
 - ... The FAA is prohibited from closing or removing flight service stations for a period of 3 years.
 - ... Overtime charges by customs agents at border crossing airstrips will be eliminated effective January 1, 1977, except before 8 a.m. and after 5 p.m. on Sundays or holidays.
- Those are the salient points of the new law which would be of interest to Montana aviation. In addition, like the old law, it contains all of the standard nondiscrimination and consultation requirements. Now that the money has been authorized, the final step will be to have it appropriated through the DOT Appropriations Bill for the coming fiscal year. We understand that this is currently being worked on but when it will be passed is anyone's guess. Don't expect to see any money before the first of October.

PILOT AIDS

| | |
|-------------------------------|--------|
| Montana Aeronautical Chart... | \$2.00 |
| Montana Airport Directory: | |
| Loose leaf binder..... | \$1.00 |
| Insert..... | \$1.00 |
| Subscription— | |
| Monthly newsletter..... | \$1.50 |

SOARING

By: GERALD C. BURROWS
Aviation Representative

Most of us have had the opportunity to fly over the beautiful mountains located in western Montana, usually with one or two engines throbbing in front of us. Wouldn't it be great to observe this terrain without this outside noise and by letting nature provide the supporting lift. A glider will do this.

There are five soaring clubs in Montana with membership ranging from five to twenty, with one to three gliders. These are located in Bozeman, Butte, Kalispell, Choteau and Helena.

Although Minnesota is not noted for its mountains, there are over 60 members in the Minnesota Soaring Club with four club ships and eleven private sail planes based at Stanton, Minnesota which is adjacent to the Twin Cities.

The Minnesota Soarers and the Montana Soarers got together, and consequently a small contingency from Minnesota visited us during the last part of July. Robbie Holman, with Holman Aviation in Kalispell, explained the virtues of the Mission Range to Dale Fletcher from St. Paul. Huck Smith, an agent with Northwest Airlines in Helena, discussed the Helena area activities with airline pilot Gary Hagemeister from Rosemont, Minnesota.

A few months later five members of the Minnesota Soaring Club decided to try it out first hand and brought three sail planes with them. Harry Meline, Lloyd Goss, and Dave Seward rounds out the quintet. The three sail planes were in the air every day except one when the group paid a visit to Glacier National Park.

The group began its trek in Minnesota with three vehicles, each pulling a 30 foot trailer containing their sail planes, two commercially produced models with 15 meter wing spans and the other a home-built with a 62 foot wing span. The Schweizer models have a glide ratio of 38 to 1. They cost about \$18,000 each and are equipped with radios and oxy-

gen. These skinny, lightweight (about 450 pounds) soar planes with the long wings are capable of thousands of feet altitude and may travel as fast as 137 miles an hour.

The Mission Range in the Kalispell area is termed the "greatest" by members of the soaring club. One pilot took his plane up over 18,000 feet in altitude which requires the pilot to use oxygen. This was not one of the five vacationers, however, but a member of the Kalispell Soaring Club.

Bozeman was their third stop in Montana before returning home. They did take in a buffalo barbeque/fly-in in Ennis.

Montana boasts some of the best soaring in the country with its thermals, ridge soaring, and many different types of mountain waves.

We hope that they or other members of their club do return next year to view the state's seemingly boundless areas almost untouched by civilization in the serenity of their gliders.



CALENDAR

September 9-12, National Association of Search and Rescue Coordinators, Cheyenne, Wyoming.

September 11-12, Vredenburg Fly-In, Fortine.

September 13-16, International Association of Natural Resource Pilots, Helena.

September 24, Board of Aeronautics Meeting, Helena.

October 1-3, Montana Flying Farmer Convention, Yogo Inn, Lewistown.

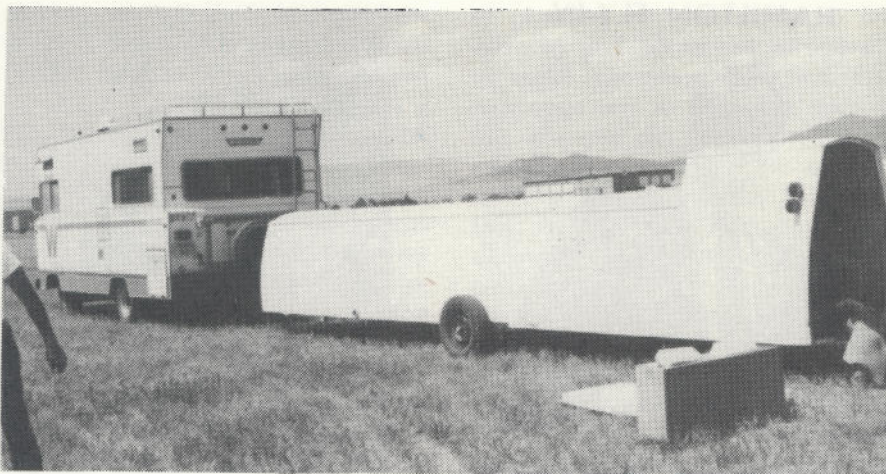
October 1-3, Aviation Law Seminar, Polynesian Hotel, Ocean Shores, Washington.

October 13-14, Airport Maintenance Seminar, Glasgow, Montana.

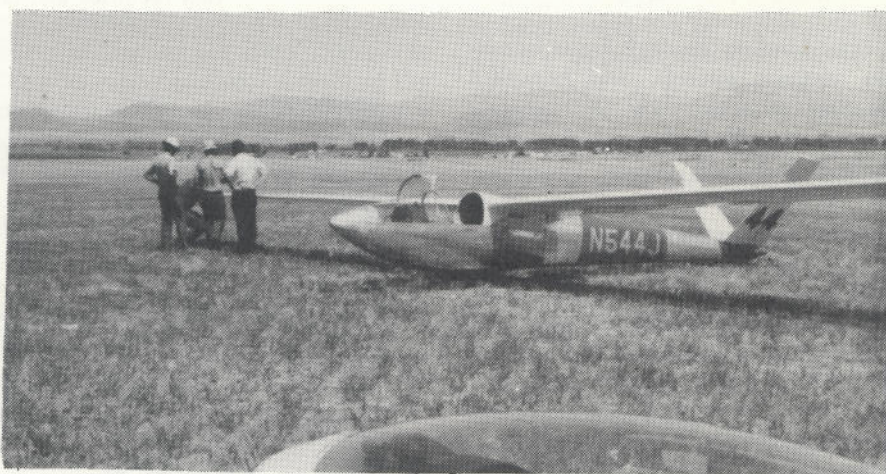
October 18-22, National Association of State Aviation Officials Annual Meeting, Norfolk, Virginia.

November 15, Deadline for Scholarship Applications—see Whirly-Girls article.

November 19, Board of Aeronautics Meeting, Helena.



Trailer used to transport glider.



Glider at rest on Helena Airport.



Participants in the Great Falls CAP Search and Rescue Course, June 26.

HAMILTON FLY-IN



By: **GERALD C. BURROWS**
Aviation Representative

Spot landing contest, flour bombing, antique aircraft, and beautiful weather attracted over 200 visitors to the Hamilton Airport for their fly-in July 11.

Bill Tubbs, owner of Hamilton Aviation, and Phil Viettetoe, in charge of the maintenance shop, spearheaded the aviation activity which attracted approximately 25 aircraft from throughout Montana, Oregon, and British Columbia. A slight tail wind during spot landing contest tested the skills of the participants. Marty Lau of Missoula, however, had no trouble in putting his plane down nearly on the chalk and claiming first place. Small sacks of flour pelted the Hamilton airport with Dallas Lavy and Lee Hilton of Hamilton coming closest to the mark in the flour bombing event.

A 1928 Curtis Robin was flown by Bob Colby of Kalispell and won the events "oldest plane" award. It took Bob and his father 12 years to completely refurbish the aircraft which is the same year and model that famous "wrong way Corrigan" flew over the Atlantic Ocean in the 1930's.

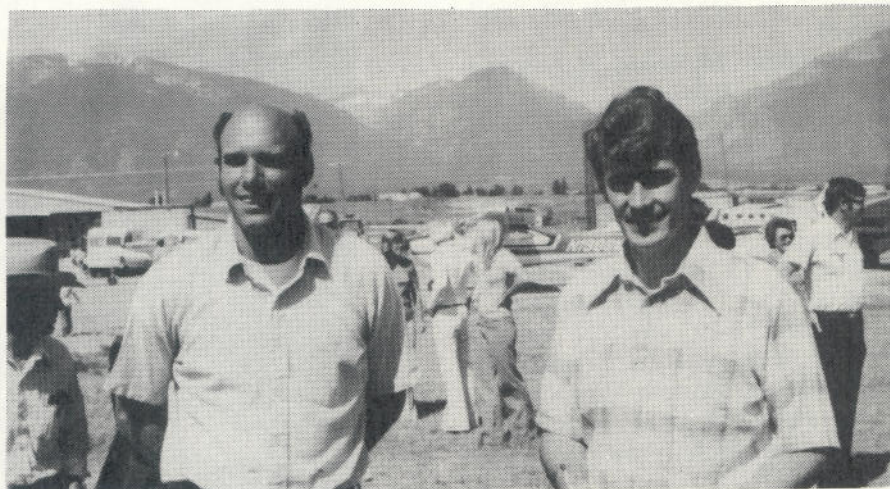
Bill and Phil always have a pot of hot coffee on and welcome you to visit them in the beautiful Bitterroot Valley.



Aviation officials measuring flour bombing contest results with Hamilton Aviation facilities and mountains in the background.



1928 Curtis Robin owned by Bob Colby, Kalispell, at Hamilton Fly-In.



Phil Viettetoe and Bill Tubbs, Hamilton Aviation.

BUTTE AIR SHOW



By: **BERNICE M. PEACOCK**
Administrative Assistant

In spite of bad weather, an interesting air show took place at Bert Mooney, Silver Bow Airport Saturday, August 7. The performances of the Sky Jumpers and Rocky Mountain Gliders were cut short because of high winds. Jumpers included Ardis Korn, Narrator; Steve Buck, Bozeman; Tim Cashin, Bozeman; Ken Garfield, Livingston; Jim Maxon, Missoula; Mike Steinmetz, Bozeman; Scott Spraycar, Helena and Bob Webster, Butte. John Jardine, President of the Rocky Mountain Gliders, gave a beautiful demonstration with his glider in spite of the wind. Bob Heale, Warden, Washington, gave a sterling acrobatic performance in his World War II trainer plane.

The highlight of the show was the U. S. Navy Blue Angels whose home base is Pensacola, Florida, but who trained at El Centro, California. It is almost impossible to describe their breathtaking precision and faultless display of aerial artistry in their A-4 Skyhawk II Jets.

According to their official program "the Flight Demonstration Squadron strives to set a standard of perfection for its contemporaries in naval aviation so as to allow our Navy and Marine Corps to continue to produce the finest aviators in the world."

Fourteen officers and 74 enlisted personnel comprise the Navy's Flight Demonstration Squadron. Seven of the officers are tactical jet pilots, four of whom fly in the diamond formation, two as solo maximum performance demonstrators and the seventh is the narrator for the aerial demonstration. The 74 enlisted personnel

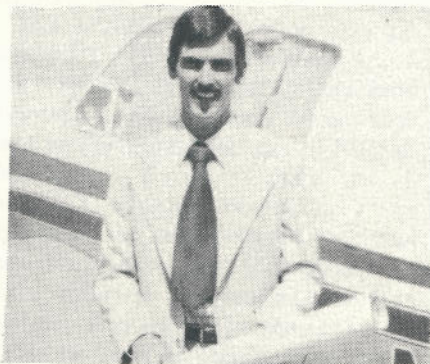
are specialists in all aviation roles required to support and maintain the Squadron's maintenance, administrative, and public affairs requirements.

In a complete show season the Blue Angels fly some 125,000 miles. A Lockheed C-130 Hercules Transport, operated by the Marine Corps and assigned to the Squadron, carries the necessary personnel and equipment. This aircraft and its Marine crew has flown the equivalent of 20 times around the world in their support of the Blue Angels. A normal load consists of 25,000 pounds of cargo, 25-30,000 pounds of fuel, 28 crew members, and a six-man flight crew.

The maintenance crew exhibits the same degree of precision, discipline, teamwork and professionalism as the performing pilots. Virtually every specialized aviation rate in the Navy is represented in the Squadron. Hundreds of years of training, education and experience are represented by the Blue Angels maintenance crew.

It was estimated there were 30,000 spectators at the Butte Air Show. This didn't include those who live in the town who didn't attend the show and watched the thrilling display from their yards at home.

THE PLANNING PROCESS WITH YOU



By: **TODD G. WIRTHLIN**
Airport Planner

I would like to start this article with a look at what planning is to our daily lives. Whether it be what to wear today, what we eat for breakfast, or what we do at work, all are small forms of planning. A

simple example to show the basics of planning is: you wake up one morning and go to the refrigerator to make breakfast, but find only two eggs left to eat. The eggs in this example can be said to be the resources, and eating the eggs or not are the alternatives for breakfast. You can see how simple this example is, and yet it is a small cross-section of planning.

I wish that most planning jobs were as easy as eating an egg, but it's far from that! The example above shows in a small way what a planner does to make a good plan. He needs the resources before he can develop the alternatives. Data collecting of the past and present of his subject makes the resources, and this in turn exposes the alternatives on which way to go. Remember, the planner himself does not make the decisions on the alternatives. The people or organization that will use the plan do.

The Airport System Plan update is to be used by **you**, the people of Montana, and only **you** can make this plan beneficial, not letting it collect dust on a book shelf.

During the next few months the division will be collecting data of past and present trends on the airports across the state. Some data can be collected from records, but a large part of the data can only come from you on the needs now and future of the state system. So you can see I will be talking to the airport managers, pilots of the state, and other people related to the updating of the system plan.

The future issues will give the dates, times, and places we will be collecting data. Hopefully, this gives you time to arrange to meet with us, so you can show what you feel is needed or should be used for the update plan.

This is your plan! If you have any questions or information we can use, please write to me at the Montana Aeronautics Division, P.O. Box 1698, Helena, MT. 59601 and I will try to answer as soon as possible.

Thank you!

STATISTICS

By: DALE UPPINGHOUSE
Accident Prevention Specialist
Rocky Mountain FAA, GADO-1

Mike Ferguson in the Administrator's column last month, quoted an NTSB release that we should all consider. The release quoted statistics on take-off accidents. To the average person statistics are boring, dull, blah. Sometimes, however, they can jump up and surprise you. As Mike said, "I feel that these statistics are alarming."

The take-off stage of the flight is where the pilot should have the most control over the situation. He has time to analyze all the factors concerning the take-off before momentum has set in. Over 50% of the take-off accidents involved the

following:

"Inadequate pre-flight," "Failed to obtain or maintain flying speed," "Failed to maintain directional control," "Selected unfavorable terrain," and, "Lack of familiarity with the aircraft."

Pilots whose experience level was between 100-300 hours were most frequently involved. (Confidence has a higher rate of climb than ability at this stage). Private Pilots with over 600 hours had few take-off accidents. Commercial Pilots did not show much decrease after 600 hours. Here's another: The majority of take-off accidents experienced by Commercial Pilots occurred during **non-commercial** operations. (A Commercial Pilot flying Air Taxi must be familiar with the airplane and must use a

checklist).

Commercial Pilots on non-commercial operations were heavily involved with the "Failed to obtain/maintain flying speed" probable cause factor. Associated with this was "Lack of familiarity with the aircraft." It's obvious that they go together. Pride goeth before a fall, literally Pilots who want to fly an unfamiliar airplane in the worse way, too often do.

FLIGHT SERVICE STATIONS

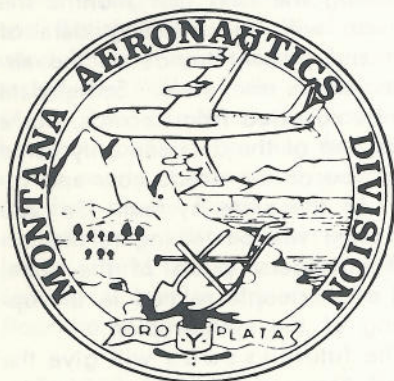
June 1976

| | Tot. A/C Contd. | Flight Plans Orig. | Radio Contacts | Pilot Briefs | Airpt. Adv. |
|------------|--------------------|--------------------------|-------------------|-----------------|----------------|
| Billings | 2128 | 1186 | 2343 | 3599 | 2229 |
| Bozeman | 2681 | 374 | 1802 | 1054 | 2229 |
| Butte | 2448 | 262 | 5472 | 846 | 2241 |
| Cut Bank | 1341 | 214 | 1737 | 490 | 752 |
| Gt. Falls | 2170 | 2750 | 2565 | 2961 | |
| Helena | 684 | 373 | 701 | 80 | |
| Lewistown | 1473 | 197 | 1282 | 666 | 1043 |
| Livingston | 888 | 215 | 1188 | 905 | 515 |
| Miles City | 3246 | 946 | 5264 | 2054 | 1613 |
| Missoula | 2060 | 917 | 2893 | 2643 | 240 |

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NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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